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Hongkong, April 24, 1900. 628

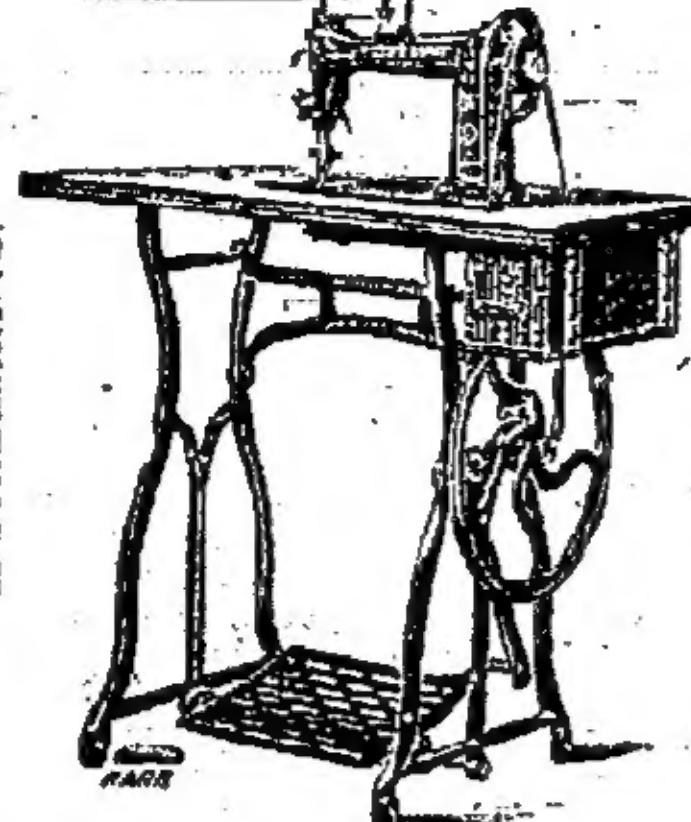
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A MERICAN SYSTEM,
WONG HO-MI,
SURG. DENTIST.TERMS MODERATE.
CONSULTATION FREE.

Hongkong, October 3, 1899. 2130

A MERICAN SYSTEM
OF
DENTISTRYAT
39, QUEEN'S ROAD, CENTRAL.CHADWICK KEW,
(Late of BOATE AND NOBLE.)

Hongkong, July 12, 1897. 2388

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39 and 40, Elgin Road, Kowloon,
Hongkong, July 15, 1901. 151.

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TUE FIGHTING IN NORTH CHINA,
by G. Gipps, R.N.

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Hongkong, September 10, 1901. 140

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

HISTORY OF THE CHURCHES OF

INDIA, BURMA, SIAIN, THE MALAY PENINSULA, CAMBODIA, ANAM, THIBET,

COCHIN CHINA AND JAPAN.

Contributed to the SOCIETY OF THE

MISSION EDUCATION.

Translated by EDWARD HAWKES PARKER

and J. H. THOMAS.

Reprinted from "THE CHINA REVIEW."

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CROWN BRAND

WATKINS'

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WATERS.



DELICIOUS IN FLAVOUR AND ABSOLUTELY PURE.

Sole Makers of CINCHONA TONIC and CLARADE.

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS,
66, QUEEN'S ROAD CENTRAL.

he got on a race with Clifford and beat him. Of course, this was not for the championship, as neither then had any claim to the title. Beach then rowed Clifford for the championship in February, 1885, and won. Clifford was an old rival, and hailed from Deptford, where Beach had been living.

The second race between Beach and Hanlan was rowed March 28 of the same year on the Parramatta, and the Australian won comfortably. The stakes were again £1000, and Hanlan had no excuses this time. Shortly afterwards he returned to America, a poor man, having lost his money and his great reputation as the finest sculler in the world. It was a bad day for Hanlan when he decided to come to Sydney, but it was a great day for Australian rowing, and to Hanlan we are indebted for the splendid successes of our men since then. He taught us just what we wanted to know and had no knowledge of, how to grip the water, release the blades at the finish, and how to use the slide. Our men soon picked up the correct methods.

Beach now had as a rival the brilliant young sculler Niel Matterson, but when they met on December 18, 1885, for £400 and the title, Beach proved very well class better than his fellow colonist. Next year we heard highly-coloured reports of Hanlan's want of appreciation of Australian scullers, but he had his troubles at home, for Gaudaur and Teemer beat him. After a series of in and out rowing Gaudaur was found to be the champion of America.

SCULLING BOOM IN ENGLAND.

A big sculling boom took place in England in 1886, chiefly due to the presence of Beach, Matterson, Kemp and Nielsen of Sydney, and of Gaudaur, Teemer, Ross, and G. W. Lee of America. A lot of racing took place during the season, ending in Beach rowing Gaudaur for the championship and £1000 stakes on the Thames, September 18. It was perhaps the most sensational race ever rowed on the Thames, or anywhere else. Beach started at odds of 2 to 1 on him, took the lead, held it for two miles, then collapsed. He was dreadfully pummeled out, but so was Gaudaur. Beach stopped, and his rival got so far in front that odds of 20 to 1 round but a few takers. Beach started off again, caught his man, but was forced to stop from exhaustion. Gaudaur got away again, but Beach had just a little left in him, and putting on his best remaining strength won through sheer courage. Beach well deserved the praise he got, and no one has ever grudged Gaudaur full recognition of his wonderful performance. It was a race that will always hold its place as one of the greatest events in the history of rowing. Hanlan was there and tried to corner

Beach for a race. He talked of rowing for £5000 a side, and allowing £2000 for expenses if Beach would row in America. The champion declined all offers, but said Hanlan could have all he wanted in Australia. A week afterwards (September 25) Beach had a fairly easy win from Wallace Ross for the championship, and £1000 stakes on the Thames. He then returned home, and was accorded a magnificent reception at Sydney.

So far as could be learned no one wanted to row Beach, and he now enjoyed immense popularity at home and in England. Hanlan on his return home rowed many races, and became the champion of America. This evidently influenced him in making a return to Sydney, and shortly after his arrival here he was matched against Beach for the championship and £1000 stakes. O'Connor was beaten twice for the same stakes, he having protested against them passing to Stanbury after the first race owing to a foul claimed, but not allowed. O'Connor did not stay long, and did not row Kemp, but John McLean did, and beat him in the same year. Stanbury was then brought forward, and in 1891 he twice defeated McLean for the title. Tom Sullivan, from New Zealand, had done remarkably well, and finished up by rowing Stanbury for the title. It was a fairly close race, but the title did not pass.

Stanbury was left alone for nearly four years; then he was challenged by C. R. Harding to row on the Thames for the title and £1000 stakes. It was 20 years since an English sculler had challenged an Australian for the championship, and it was left to a small man to do it. Harding was but 9½ stone weight and 5ft. 5½ in. in height. Stanbury was over 12 stone in weight, and over 6ft. in height. The little man, rowed very well indeed, but had no chance, so once more the title was held by Australia. Meanwhile Gaudaur had come to the front again in America, and accepted an offer to row Stanbury on the Thames for £500 stakes and the titles held by the Australian. They met on September 7, 1896; Gaudaur had not only more pace, but more stamina, and he won by a distance. Stanbury was not well trained, but on his return home he said he was satisfied to leave the Canadian alone for the future. The result of the race caused great surprise, but there is no doubt the better man won. Next year Gaudaur rowed a race against Johnston, an unknown man, in British Columbia, and this is supposed to have been for the championship, but the challenger had no chance whatever.

For the past two years George Towns has endeavoured to get a race against Gaudaur, and on July 1 last articles were signed to row for £500 stakes and the world's championship at Rat Portage, Ontario, Canada, over a course of about three miles, with a turn at the half distance.—*Sydney Morning Herald*.

How delightfully your dear daughter plays Wagner. I'm afraid you've made a mistake; that's the servant-girl down stairs working the clothes wringer.

ASK FOR DROZ & CO.'S
LEVER WATCHES
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Best Value, competitive with Good Workmanship.

All Watches Guaranteed.
TRADE MARKS:
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For Indigestion, Heartburn,
Biliousness, Jaundice,
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BRANDIES.

MARRIAGE.

On the 1st October, at St. John's Cathedral, by the Rev. F. T. Johnson, M.A., GEORGE HARRY, only son of George Dunn, Mordenhead, to GRACE MINNIE, youngest daughter of T. C. Sweet, Willesden Green, London.

(See the advertisement of this issue commencing at p. 20.)

The China Mail.

HONGKONG, TUESDAY, OCTOBER 1, 1901.

EDITORIAL COMMENT.

When, at the outset of SURRENDERING the Boer war in 1899, a correspondent wrote to us in denunciatory terms of the wholesale surrender at Nicholson's Neck, he, in turn, was denounced by several correspondents, who held that it was better to surrender with the hope of being able to fight again than to be killed or maimed by a hidden foe. Since Nicholson's Neck, there have been many humiliating surrenders, relieved, every patriotic Britisher must be thankful to say, by as many stubborn defences and notable victories against almost overwhelming numbers. Nevertheless, it has been a disappointing feature of the present campaign that the British soldier has had to capitulate with a frequency never dreamt of in previous campaigns, and it is little wonder that pessimistic critics are saying that a change is coming over the British race and that we are less courageous in the face of danger and less mindful of that quality which is comprehensively spoken of as 'honour.' Some people feel keenly the implied disgrace of surrender, and, whether it is reasonable or justifiable, they cannot withhold the tribute of admiration for a man and soldier like Lieut.-Colonel Vandeleur, of the Irish Guards, who is reported to have preferred death to surrender. That this spirit is not confined to the higher ranks we have already had ample testimony, and in a Pretoria despatch we read:—'Commandant Wolmarans, writing about the fight at Bronkhorst Spruit, mentions the bravery of Private Doolan, of the Constabulary. When surrounded by 15 Boers and summoned to surrender, Doolan called out, "Divide and surrender," and fought on, killing four Boers before he fell wounded, it is believed mortally.' We take it that Doolan was an Irishman, or at least of Irish extraction, and at a time when the Irish political agitator is openly hobnobbing with our Boer enemies and communicating with ex-President Kruger and other Boer leaders, it is comforting to read of two conspicuous examples of Irish bravery. The following letter, signed by 'Cecil Murphy, Major R.A., retired,' appears in a London newspaper of the 27th August, and in reproducing it we can only express our profound regret that there should be even the semblance of an excuse for the publication of such a letter:—'Is it not time that some serious steps should be taken against the scandal of "Surrender" that is making the English Army a by-word? If one or two officers were tried for cowardice after surrender, and, if found guilty, shot, it would put a sudden stop to it, restore our good name, and end the war very soon. I, who say this, have a son, a Captain of Militia, on service in South Africa. I have told him I would rather hear that he was dead, than that he had made one of these disgraceful surrenders.'

Statistical reports published, show that during the year 1900, liquors were imported into the Port of Manila to the value of \$1,534,658' gold, and that flour was imported during the same period to the value of \$411,610 gold. The people will no doubt wonder what on earth was done with so much flour. The proportion appears to be one solid to four liquids.

Hockey.

On Wednesday, the 2nd inst., the Royal Navy will play the Indian Brigade on the Kowloon parade ground at 4.45 p.m. By kind permission of Colonel Eailie and Officers, 22nd Bombay Infantry, the band will play a selection of music, and the Officers of the Brigade will be 'At Home' to their friends.

Savages of 'Futami Maru.'
On Friday, 20th ult., the launch *Holdfast*, belonging to the Company Maritime, arrived in Manila with the ship *Florence S.* in tow. Work had just been completed on the *Futami Maru*, the Japanese steamer wrecked at Punta Calavite, on the north-east coast of Mindoro, and the last of the salvage had been secured. This cargo was stowed away in the hold of the *Florence S.* The salvage work was undertaken and performed by Mr Henry Woofe.

Australian Troupes Hymeneals.
To the strains of Mondoulsohn's 'Wedding March,' Mr. Frank Finlay (Business Manager of the Zarilla Theatre) and Miss Virgin Rosser (member of the Australian Vaudeville Co.), sang the *Manila Times*, of the 21st ult., walked down the aisle of the Chapel in the Quarat de Espana on Saturday last, and were united in the bonds of holy matrimony by the Rev. Chas. Walkley. The wedding, which will come as a surprise to the friends of the contracting parties, was the 'initial performance' of a series of matrimonial rows of the same nature which will take place in the near future.

The Philippines a Paying Investment.
It was some cynical wit who once observed that of all things which lie the worst three are facts, figures, and statistics—and the greatest of these is statistics. Nevertheless, says the *Manila Times*, of the 21st ult., the latest statistical issue from the office of the Treasurer of the Philippine Archipelago comes with a certain feeling of comfort and reassurance, showing, as it does, that there is at present on hand in the treasury the snug little sum of \$4,712,611.26, in U. S. currency. This, moreover, is not all, as the actual amount, owing to appropriations which it has been made, of recent years, in this welcome direction. Scenes of the Chase applied to Decoration, by Miss L. Beato, Thompson, aptly illustrated, is not one of the least attractive features of this issue. The frontispiece is a Rembrandt reproduction of Watteau's *La Rotelle*. To our eye, the face of the nude figure seems slightly out of drawing: a fault which assuredly does not exist in the original. The number concludes with the usual Notes on Passing Events, exhibitions and other similar movements.

Robberies on an 'Empress.'

The Vancouver *Daily News-Advertiser* of the 4th September says:—'Two robberies were reported to the police yesterday. The scene of the first was aboard the R. M. S. *Empress of China*, some one having broken into the cabin of one of the officers and stolen his cash-box, containing \$77 and some valuable papers. In the other robbery an even larger sum of money was secured, and Mr J. Green, a visitor to the City, lost \$100 and a valuable ring. A foreigner named James Butler was arrested later in the day on suspicion of being connected with this latter robbery. A Portuguese was also placed under arrest during the afternoon on the charge of stealing a watch in a town saloon. The man, who gave his name as J. Morris, will come up for trial before the Magistrate this afternoon.'

STRICKEN WITH PARALYSIS.

HENDERSON Grinnell, of this place, was stricken with partial paralysis and completely lost the use of one arm and side. After being treated by an eminent physician for quite a while with no relief, his wife recommended Chamberlain's Pat. Balm, and after using the bottle in it he is almost entirely cured. Geo. McDonald, Man. Lagan Co., W. Va., U.S.A. Several other very remarkable cures of partial paralysis have been effected by the use of this liniment. It is most widely known, however, as a cure for rheumatism, sprains and bruises. Sold by All Dealers, WATSON & CO. Ltd., General Agents.

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LOCAL AND GENERAL.

* * * To Subscribers.

In order to expedite the work of distributing this newspaper to subscribers throughout the Colony, we are re-arranging the Districts of our delivery routes. If any irregularity occurs in delivery, we hope subscribers will notify us at once. The change will be introduced in the various districts in the course of the present month.

Notes by the Way.

The English Mail of the 31st August was delivered in London on the 27th Sept.

The Potoi island pirates have been committed for trial at the October Criminal Sessions.

There was one more fatal Chinese plague case in the Colony during the past twenty-four hours.

Sefor Sagasta gives a categorical denial to the statement that Russia had requested Spain for authority to establish a coaling station at Port Mahon.

His Lordship Chief Justice Sir John Carrington and his daughter returned to the Colony this morning by the *Empress of China*, after a holiday in Japan.

Lieut.-Colonel A. H. Thomas, D.S.O., Army Service Corps, who was D.A.A.G. in Hongkong a few years ago and rode at our local Race Meetings, is now an Assistant Adjutant General in South Africa.

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CANET 25.00

CHATEAU LA TOUR CARNET 30.00

CHATEAU RAUZAN 42.00

CHATEAU LAFITE 48.00

These CLARETS are bought

direct from the leading French

growers. The lowest priced are

of exceptional value and guaran-

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the juice of the grape.

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NET, CHATEAU RAUZAN

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commended to the notice of

Connoisseurs as high-class after-

dinner Wines.

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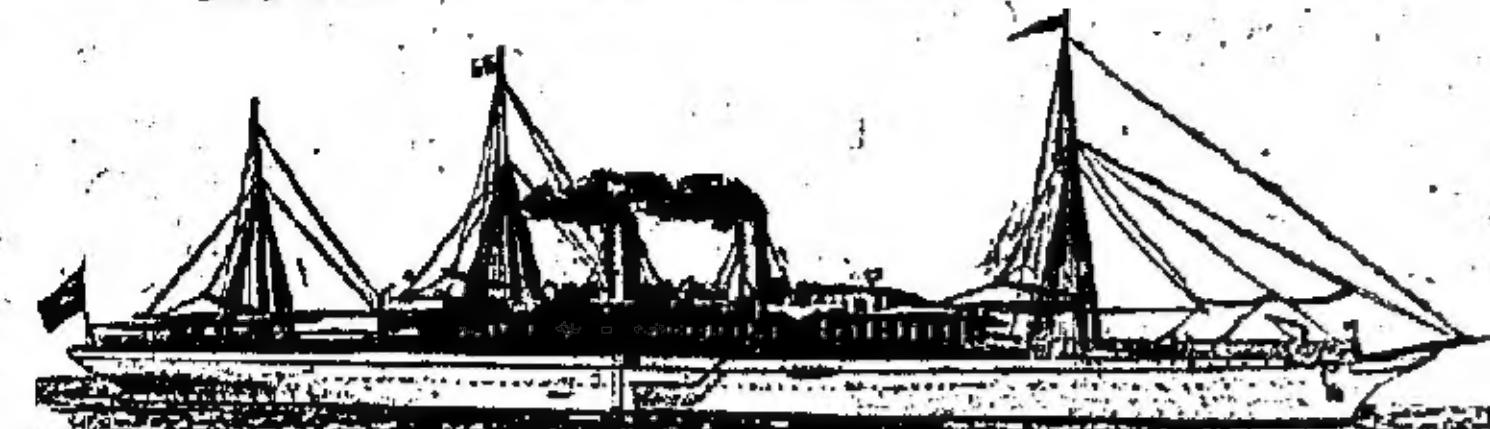
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Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

EMPEROR OF CHINA...Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 23rd Oct./1901
TARTAR 4425 Tons...Comdr. R. BEETHAM, R.N.R., WEDNESDAY, 6th Nov./1901
EMPEROR OF INDIA...Comdr. C. P. MARSHAL, R.N.R., WEDNESDAY, 29th Nov./1901
ATHENIAN, 3882 Tons...Comdr. H. MOYATT, WEDNESDAY, 4th Dec./1901
EMPEROR OF JAPAN...Comdr. H. PYBUS, R.N.R., WEDNESDAY, 18th Dec./1901

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Passage, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave Japan and cross the Continent, FROM THE PACIFIC TO THE ATLANTIC, WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passage to Great Britain and the Continent are given choices of.

Passengers booked through to all principal points and AROUND THE WORLD return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for some at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

* Special Extra Service.

The Company's Extra Steamships 'ATHENIAN' and 'TARTAR' have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

In addition to the excellent First Cabin Passenger accommodation, the 'ATHENIAN' takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steerage. The 'TARTAR' takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
FEDER STREET.

Hongkong, October 1, 1901.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTINE, BLACK SEA AND BALTIK PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.

Sailing Dates.

PREUSSEN	THURSDAY, 3rd October.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 13th November.
STUTTGART	WEDNESDAY, 27th November.
KUNIG ALBERT	WEDNESDAY, 11th December.
PRINZESS IRENE	WEDNESDAY, 25th December.
PRINZ HEINRICH	WEDNESDAY, 8th Jan., 1902.
PREUSSEN	WEDNESDAY, 22nd January.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 5th February.
SACHSEN	WEDNESDAY, 5th March.

ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship 'PREUSSEN' of the NORDDEUTSCHER LLOYD, Captain E. PRINS, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on THURSDAY, the 1st October, Cargo and Space will be received on Board until 5 p.m. on WEDNESDAY, the 2nd October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Norddeutscher Lloyd.

For further particulars, apply to

Melchers & Co., Agents.

1947

CHINA NAVIGATION CO.,
LIMITED.

FOR STEAMERS.

TO SAIL

SHANGHAI...WOONUNG...4th October.
MANILA...SUNGKANG...10th October.
ILIGO AND CEBU...KAIYONG...8th October.
MANILA...CHINGTU...12th October.

PORTE DARWIN, THURSDAY
ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE,
SYDNEY AND MELBOURNE...CHINGTU...12th October.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 1, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIAITISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through ports to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEGE, OANTE, LONDON, LIVERPOOL, GLASGOW, TRIEST, GENOA, PORTS IN THE LEVANTINE; BLACK SEA AND BALTIK PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Arabia, Capt. SACHS, 5th October, Freight.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Keenigberg, Capt. CHRISTIANSEN, 10th October, Freight and Passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Rambert, Capt. ZURBONEN, 2nd November, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Satoria, Capt. FOERZ, 16th November, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Marburg, Capt. ZACHARIAE, 30th November, Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE

Queen's Building, No. 1.

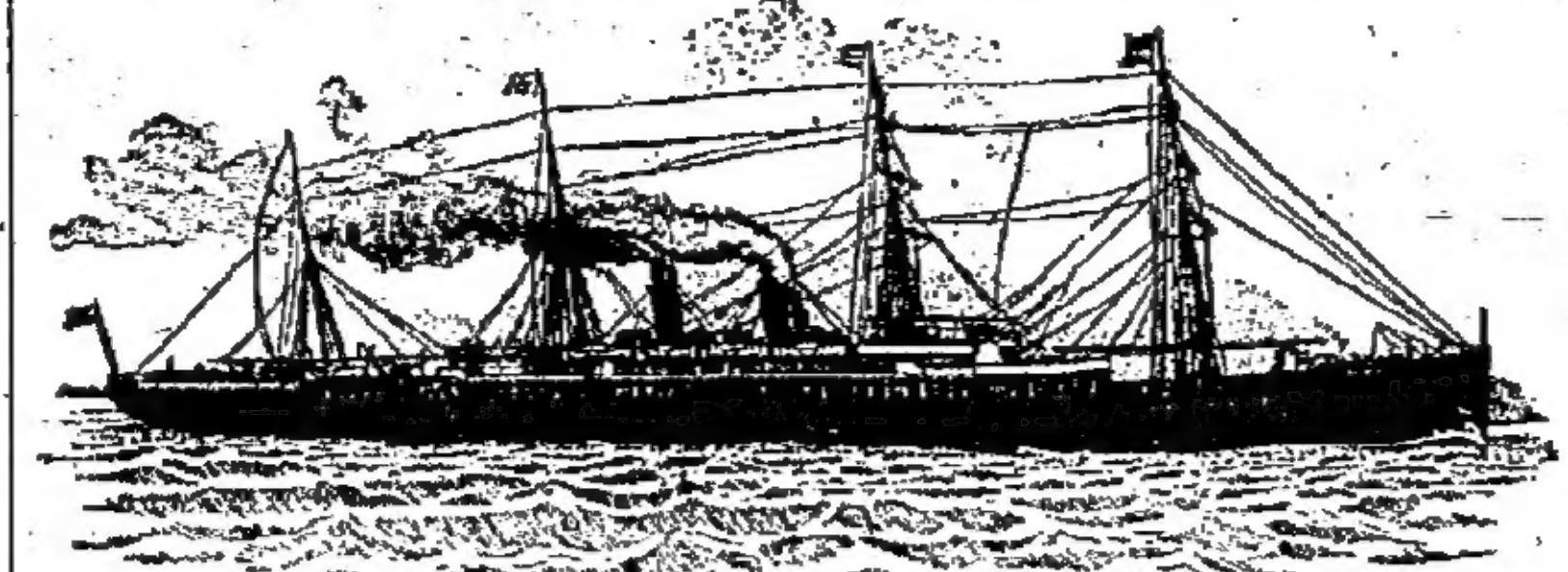
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Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PROPOSED SAILINGS FROM HONGKONG.

GALIC... WEDNESDAY, 2nd Oct., at Noon.
ALGOA... On or about 5th October.
CHINA... SATURDAY, 19th Oct., at Noon.
BORIC... TUESDAY, 29th Oct., at Noon.
SHANGHAI... TUESDAY, 12th Nov., at Noon.
* For SAN FRANCISCO, via MOJI, KOBE and YOKOHAMA.

The O. & O. Company's Steamship 'GALIC' will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 2nd Oct., at Noon, for Japan and the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and Call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Passenger tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States and Canada.

Passenger tickets granted to Europe by the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passenger tickets granted to OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Special Rates (First Class only) to European Points, are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (First Class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials in the service of the Governments of China and Japan.

Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received on board until 3 p.m. the day previous to sailing.

Contents and value of Packages are required to be marked to address in full.

For further particulars, apply to the Company's Office.

P. & O. S. N. Co.'s Office,
Hongkong, September 30, 1901.

A. S. Mihara, Manager.

Hongkong, September 28, 1901.

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Hongkong, September 28

Shipping.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship SALAZIE.

Captain AUBERT, will be despatched for the above Ports on or about SUNDAY, the 6th PROX.

For Freight or Passage, apply to P. DE CHAMPOMIN, Acting Agent.

Hongkong, September 30, 1901. 1921

FOR NEW YORK.

THE 3/5 A. I. L. American Ship, MANUEL LLAGUNO, will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, July 8, 1901. 1421

SHEWAN, TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship ASAMA, Capt. F. F. BENNETT, will be despatched for the above Port on the 15th December.

For Freight apply to SHEWAN, TOMES & Co. Agents.

Hongkong, September 24, 1901. 1975

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship Kumsang having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon on the 2nd PROX., will be landed at Consignees' risk and expense to Indowon at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

General Managers.

Hongkong, September 30, 1901. 2016

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP OLYMPIA.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI & SHANGHAI

THE above Steamers having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., Ltd., Agents.

Hongkong, September 25, 1901. 1934

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER BENGAL.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed on their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery of cargo obtained as soon as the Goods are landed.

The Vessel brings on Cargo—

From LONDON, Esq., ex a. a. Arcadia, From PHILIPPE GUIN, ex a. a. B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 3rd PROX., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, September 26, 1901. 1998

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE Steamship Carinthia, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWNS COMPANY, LIMITED, whence delivery may be made.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be presented to the Office of the Undersigned before Noon, on the 1st of October, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st of Oct., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co.

Agents.

Hongkong, September 25, 1901. 1997

Not Responsible for Debts.

NEITHER the Captain the Agent, nor Owners will be Responsible for any Debts incurred by the Officers or Crew in the following cases, during its stay at Hongkong Harbour—

LAURENT, British Marine, Capt. J. G. McDonald, A. G. Morris.

KREUZER, British armoured ship, Capt. Brandt, Standard Oil Co.

Intimations.

Kinghorn & Macdonald, Consulting Mechanical Engineers and Surveyors.

CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPARATUS.

ICE MAKING.

MESSRS. KINGHORN AND MACDONALD having been appointed Sole Agents for Messrs. J. and E. HALL'S PATENT REFRIGERATING MACHINERY, are prepared to supply Estimates, Plans and Specifications for all sizes of Machines.

Office: No. 13 BEACONFIELD ARCADE—(ground floor).

Telephone, No. 143.

Telegrams, "KINGHORN, Hongkong."

A. B. C. & Al Codex used.

JOHN W. KINGHORN,

M. J. M. E. M. J. M. E. London,

DONALD MACDONALD,

Hongkong, May 28, 1901. 1943

Hongkong, September 30, 1901. 2012

FOR NEW YORK.

THE 3/5 A. I. L. American Ship,

MANUEL LLAGUNO,

will be despatched for the above Ports on or about SUNDAY, the 6th PROX.

For Freight or Passage, apply to P. DE CHAMPOMIN,

Acting Agent.

Hongkong, September 30, 1901. 1421

FOR NEW YORK.

THE Steamship SALAZIE.

Captain AUBERT, will be despatched for the above Ports on or about SUNDAY, the 6th PROX.

For Freight, apply to P. DE CHAMPOMIN,

Acting Agent.

Hongkong, September 30, 1901. 1421

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